

AUTOMOBILES ON THE DIAMOND RACING

NEW BOARD TO REGULATE RACING

New Technical Committee to Advise on Conduct of Automobile Speed Competition.

NO VOTE FOR TRADE EXPERTS

Jefferson de Mont Thompson Announces His Associates in Control of Vanderbilt Cup and Other Events.

Jefferson de Mont Thompson, the new chairman of the Racing Board of the American Automobile Association, yesterday announced his associates in the government of motor vehicle speed competition. Most interest is attached to the composition of the Board for the reason that it also serves as the Vanderbilt Cup Commission.

As was told in the HERALD several days ago, no one known to be directly interested in the manufacture or sale of automobiles has been appointed to the Board. That the industry may have representation in the control of the sport, however, a special Board of Technical Advisors has been created, which will act only in an advisory capacity and will have no vote on the Racing Board.

AN IMPORTANT CHANGE. This is the sensational change that was promised and it is expected to give satisfaction. The Advisory Board consists of four members, as follows:—Percy Cooper Hewitt, of New York; Henry Ford, of Detroit; E. R. Thomas, of Buffalo, and A. L. Riker, of Bridgeport. Mr. Riker was technical member of the Board last year and voted as a regular member. He was designated of the American Automobile Association, and some criticism was expressed that he should serve as a voting member of the Vanderbilt Cup Commission.

The addition of members of the recognized ability of Peter Cooper Hewitt and Henry Ford and a prominent manufacturer like E. R. Thomas of Buffalo to the technical ranks is calculated to be of signal benefit to the Racing Board in the consideration of the proposed changes in the basis of classification of racing cars. The Advisory Board is expected to be a very important factor in the regulation of speed competition this year.

Contrary to the expressed intention of A. A. A. officers, the new Racing Board is as unwieldy as the last. There are four voting members, of whom seven, including the chairman, reside in New York city. One-half of the Board last year and a similar capacity last year. The only criticism likely to arise is in the representation given the trade press with two members on the Board. This was a feature that former administrations were careful to avoid. With a Board of four, it has been to keep the Board free from trade influence.

MEMBERS OF THE BOARD. Voting members of the Racing Board are as follows:—Jefferson de Mont Thompson, Automobile Club of America, and Frank G. Webb, Long Island Automobile Club, all of New York; H. B. Boyd, Boston, and John Lippitt, Providence, R. I.; Ira M. Cole, Chicago; George L. Weiss, Cleveland; E. H. R. Greaves, Detroit; W. H. Berglund, Denver; L. P. Lowe, San Francisco; S. Butler, A. Batchelder and W. Taylor, New York.

Mr. de Mont Thompson, chairman of the Board, is a Wall Street broker and an enthusiastic automobilist. He has attended the national and international contests in Europe and America, and has an ambition to place automobile speed competition upon the same basis as that of the other sports. He has interesting views in connection with the conduct of the Vanderbilt Cup race.

AMENDMENTS TO THE FREELINGHUYSEN BILL

[SPECIAL DESPATCH TO THE HERALD.] TRENTON, N. J., Tuesday.—Automobilists of this State have prepared several amendments to the drastic Freelinghuyzen bill which the Senate has passed and sent to the House, and the members of the latter branch will be asked to incorporate these in the measure before it is sent to the Governor for his signature.

They are confident that the House will modify the bill until it is somewhat more in conformity with the views of the drivers and owners of horseless vehicles. The principal amendments are:—Amending the title so as to make it more comprehensive; removing the trip feature from examinations so as to save applicants for license from the need of making visits to the State; the bill is sure to have a stormy time through the House, as many of the Assemblymen are known to be opposed to it in its present drastic form.

Assemblyman Perkins, leader of the majority and an automobile enthusiast, said tonight that he would not vote for the Freelinghuyzen automobile bill in its present shape. This is significant in view of the fact that Mr. Perkins is chairman of the Judiciary Committee, to which the bill has been referred.

TO LAY CLUB CORNERSTONE

At half-past four o'clock this afternoon the ceremony of laying the cornerstone of the new club house of the Automobile Club of America in West Fifty-fourth street will take place. The programme will be as follows:—

Address by D. H. Morris, president of the club; laying of the cornerstone by Dr. Schuyler Skeats Wheeler, chairman of the Building Committee; prophecy of the future of the Automobile Club by A. R. Stuetgen, former president, and dedication of the stone. Among the articles to be placed in the cornerstone are future generations to wonder at will be a model of an automobile of the 1906 type.

The European edition of the Herald, in addition to its full cable service daily, publishes supplements with the arrival of every mail, containing an epitome of the news from all parts of the Union.

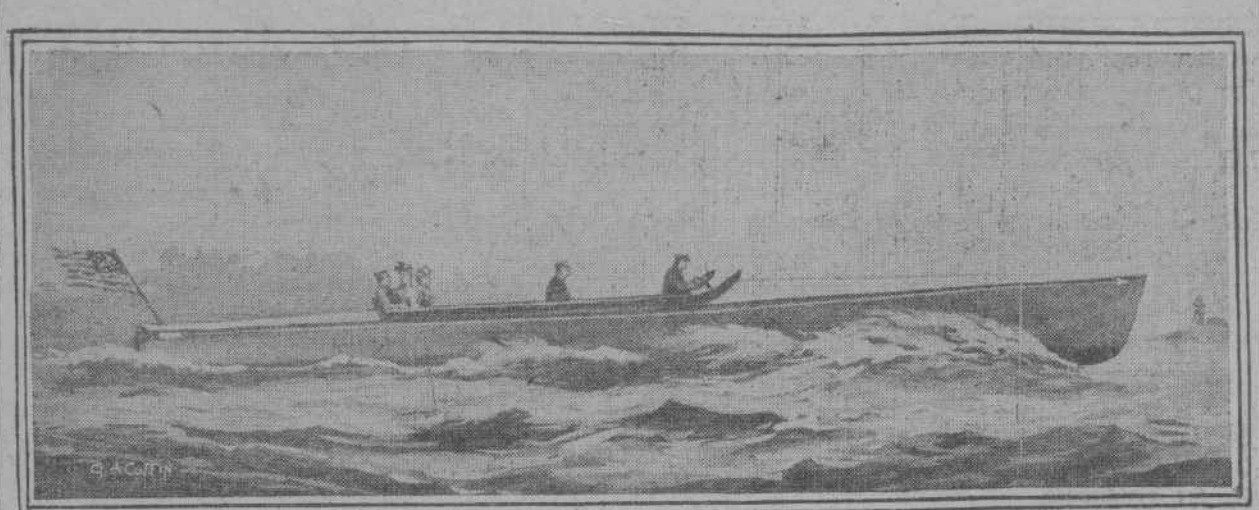
AUTOMOBILE NEWS NOTES.

Augustus Post, former chairman of the A. A. A. Touring Committee, suggests that the proposed tour through New England in July be deferred a fortnight so as to form a racing tour of the Golden tour, making a four weeks' tour of those who take part in both.

News comes from Europe that Demogot, who won the mile and a half record race in Florida in the 200 horse power car, has been released as chief race driver of Bader cars, to succeed Thomas, who retired after winning the International Cup over the mile.

The New York Motor Club is planning a series of instructive entertainments for club members and among those invited to lecture before it is W. H. Wollman on his proposed trip by airship to the North Pole.

WILL BE RACED DURING THE SEASON IN THE WATERS ABOUT NEW YORK



Mr. Harvey E. Miller's High Speed Launch

At the Stoddard Manufacturing Company's Works, Rutland, Vt., there is under construction a motor boat thirty-five feet long, for Mr. Harvey E. Miller, of Mamaroneck, and member of the Larchmont Yacht Club.

The planing will be double, the first of

one-quarter inch in thickness, which will have a covering of silk, and then three-eighths of an inch planking outside of it. The engine will be a 15-horse power two cylinder Fairbanks, fitted with an aluminum base. The speed of the boat, which will be named the Fairbanks II, is expected to be twenty miles an hour. This boat was planned after the launch Key West, with very few changes, which was fast.

Mr. Miller will race the Fairbanks II, whenever practicable during the season at hand.

GIANTS GET FRESH LIFE IN PRACTICE

Ideal Weather at Last Enables World's Baseball Champions To Do Work on Diamond.

LEAVE FOR NASHVILLE TO-DAY

"Archie" Graham Protests to McGraw Over His Sale to the Memphis Club.

MEMPHIS, Tenn., Tuesday.—Ideal weather for practice put new life into the New York Giants playing to-day, and they spent several hours at Red Elm Park. The inactivity of the last several days had made them somewhat stiff, but they gave evidence that the long-distance runs ordered by McGraw had done them much good.

The team leaves for Nashville to-morrow night for three games, beginning Thursday, and will return for a game Sunday and probably remain for several days longer.

"Archie" Graham, outfielder, recently sold by McGraw to Memphis, is protesting against the deal claiming that he should be given a chance as utility man. He says he will not do a Memphis uniform. McGraw, however, says that he must, as he has too many men on his team.

BLIZZARD STOPS BASEBALL

[SPECIAL DESPATCH TO THE HERALD.] BIRMINGHAM, Ala., Tuesday.—Owing to a fierce blizzard the game between the local nine and the Harbinger was not played this afternoon. Instead there was a merry game of hare and hound. Elberfeld and Chesbro were the hares and Hahn was the hound. The game was the most successful one, as soon as the weather permitted a regular game will be played between the two aggregations.

CORNELL NINE FOR SOUTH

ITHACA, N. Y., Tuesday.—Glenn S. Warner, the baseball coach, assisted by Hugh Jennings, to-day picked the Cornell baseball team for the Southern trip as follows:—Wool (catcher), Umstad, Doshon, Lovjoy, Bradley and Umstad, Doshon, Lovjoy, Preston, Hollands and Brown, first base; Braman, second base; P. S. Brown, third base; Hamilton, short stop; Champlain, right field; Hollands, center, and Blackwell, left field. The team will leave Friday for Nashville to play its first game against Vanderbilt University on March 28.

BASEBALL CONTRACTS.

Harry Pulliam, president of the National League, yesterday announced the following contracts and releases:—With Chicago, Edward M. Reulbach, Harry Steinfield, Robert Wicker, John J. Every, Charles A. Dillie, Ed. Lindgren, John J. McCormick, L. O. Smith, Peter J. Noman, Fred L. Becker, Oscar E. Koois, Willard Dodge and H. H. Gessler and John J. McCarthy. With Pittsburgh, Samuel Pittsberg, to Toledo-Otto F. Kneib and Edward Kinsella. By Brooklyn to A. G. G. of Gloucester-Jerry J. Harby.

RACING CHIEF WHO ANNOUNCES ASSOCIATES

NEW ORLEANS, Tuesday.—Alship was the only beaten favorite at City Park to-day. Fred Cook has added Lady Mistake and Nevada to the matrons of his stud. The weather was clear and the track good. Below are the results of the races:

First Race.—Three and one-half furlongs. Tom Dolan, 114 lbs. (Nicol), 9 to 10; Beat; Beau Brumm, 114 lbs. (Nicol), 12 to 15; Beat; Leopold, 114 lbs. (Trainer), 14 to 15; Beat; 2:42 1/2. Irens A. Vendido, Black Flag, Alibi and Edie also ran.

Second Race.—One mile and an eighth. Liddon, 107 lbs. (Nicol), 11 to 12; Beat; Two Paws, 105 lbs. (Nicol), 13 to 15; Beat; Danganmoo, 104 lbs. (Nicol), 14 to 15; Beat; Little Joe, 104 lbs. (Nicol), 15 to 16; Beat; St. Sever, Turano, Pillar and Fox Hunting also ran.

Third Race.—Six furlongs. Handicap. Husted, 97 lbs. (J. Hennessy), 11 to 15; Beat; Ashpall, 100 lbs. (Nicol), 12 to 15; Beat; 2:10 1/2. (Nicol), 13 to 15; Beat; 2:10 1/2. (Nicol), 14 to 15; Beat; 2:10 1/2. (Nicol), 15 to 16; Beat; 2:10 1/2. (Nicol), 16 to 17; Beat; 2:10 1/2. (Nicol), 17 to 18; Beat; 2:10 1/2. (Nicol), 18 to 19; Beat; 2:10 1/2. (Nicol), 19 to 20; Beat; 2:10 1/2. (Nicol), 20 to 21; Beat; 2:10 1/2. (Nicol), 21 to 22; Beat; 2:10 1/2. (Nicol), 22 to 23; Beat; 2:10 1/2. (Nicol), 23 to 24; Beat; 2:10 1/2. (Nicol), 24 to 25; Beat; 2:10 1/2. (Nicol), 25 to 26; Beat; 2:10 1/2. (Nicol), 26 to 27; Beat; 2:10 1/2. (Nicol), 27 to 28; Beat; 2:10 1/2. (Nicol), 28 to 29; Beat; 2:10 1/2. (Nicol), 29 to 30; Beat; 2:10 1/2. (Nicol), 30 to 31; Beat; 2:10 1/2. (Nicol), 31 to 32; Beat; 2:10 1/2. (Nicol), 32 to 33; Beat; 2:10 1/2. (Nicol), 33 to 34; Beat; 2:10 1/2. (Nicol), 34 to 35; Beat; 2:10 1/2. (Nicol), 35 to 36; Beat; 2:10 1/2. (Nicol), 36 to 37; Beat; 2:10 1/2. 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